



Cibolo Parkway

Public Hearing – July 26, 2016 @ 6:30 p.m.

The Challenge

According to a study published in 2016 by Zippia, an online resource company which provides statistics to individuals seeking to make career-related decisions, Cibolo is the 3rd fastest growing small city in America ranked amongst all small cities in the country with a population between 5,000 and 100,000.

Cibolo is located in the heart of what the State Demographer calls “the Golden Triangle,” where 80% of the state’s new population growth is expected to occur by 2050.

More Texans means more congestion on our roads, particularly along the FM 1103 corridor.

In 2015, the Cibolo City Council instructed the City Manager and his team to explore options to extend FM 1103 to IH 10. The primary goal was to provide the community with traffic and mobility relief during peak hours of the day and to improve and upgrade safe access to and from residential subdivisions along FM 1103.

- And, to work towards the extension of FM 1103 to IH 10 as defined within the City's 2005 Master Plan.

Over the last twenty years, we've seen growing traffic congestion on FM 1103, as residents of neighboring communities use it to by-pass IH-35 and connect to IH-10.

Congestion is a quality of life problem for our residents, it is a safety problem and it is an economic development problem.

Farm to Market Road 1103 is undersized to handle the growth the city has experienced. In 2015, TxDOT traffic studies reflect that over a ten-year period vehicular traffic on FM 1103 has increased on average by approximately 6,000 vehicles which equates to an approximate 125% increase.

Annual Average Traffic Counts (TX DoT Historical Data)			
	2005	2014	% Change
FM 1103/Old Wiederstein	5,700	13,494	137
FM 1103/Wagon Wheel Way	3,600	9,315	159
FM 1103/FM 78	5,420	9,938	83

The City's Planning Department anticipates that there is approximately 6,300 master planned/platted residential lots along the FM 1103 corridor, of which 2/3 have not been permitted. Once those residential homes begin to develop, one could surmise that the additional vehicles would require access and use of FM 1103.

Cibolo Population – Total Growth

Cibolo Population	
Year	Total
2005	9,400
2014	25,884
2016	28,459
2025	40,559
Total Growth (2005-2025)	331%

The Solution: The Cibolo Parkway

What is the Cibolo Parkway?

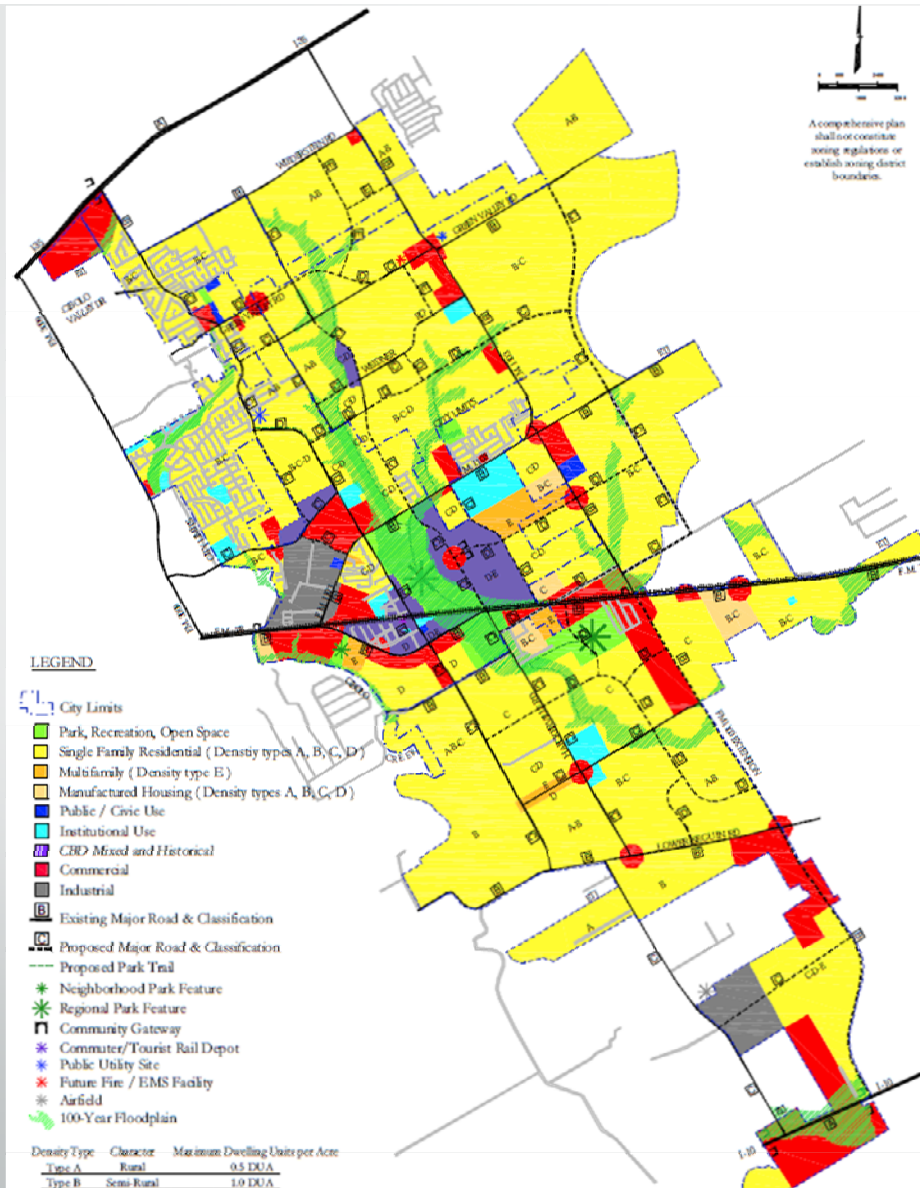
The Cibolo Parkway, as envisioned, is a \$125 million, 7-mile long expansion of FM 1103, beginning at the existing intersection of Wagon Wheel Way and FM 1103.

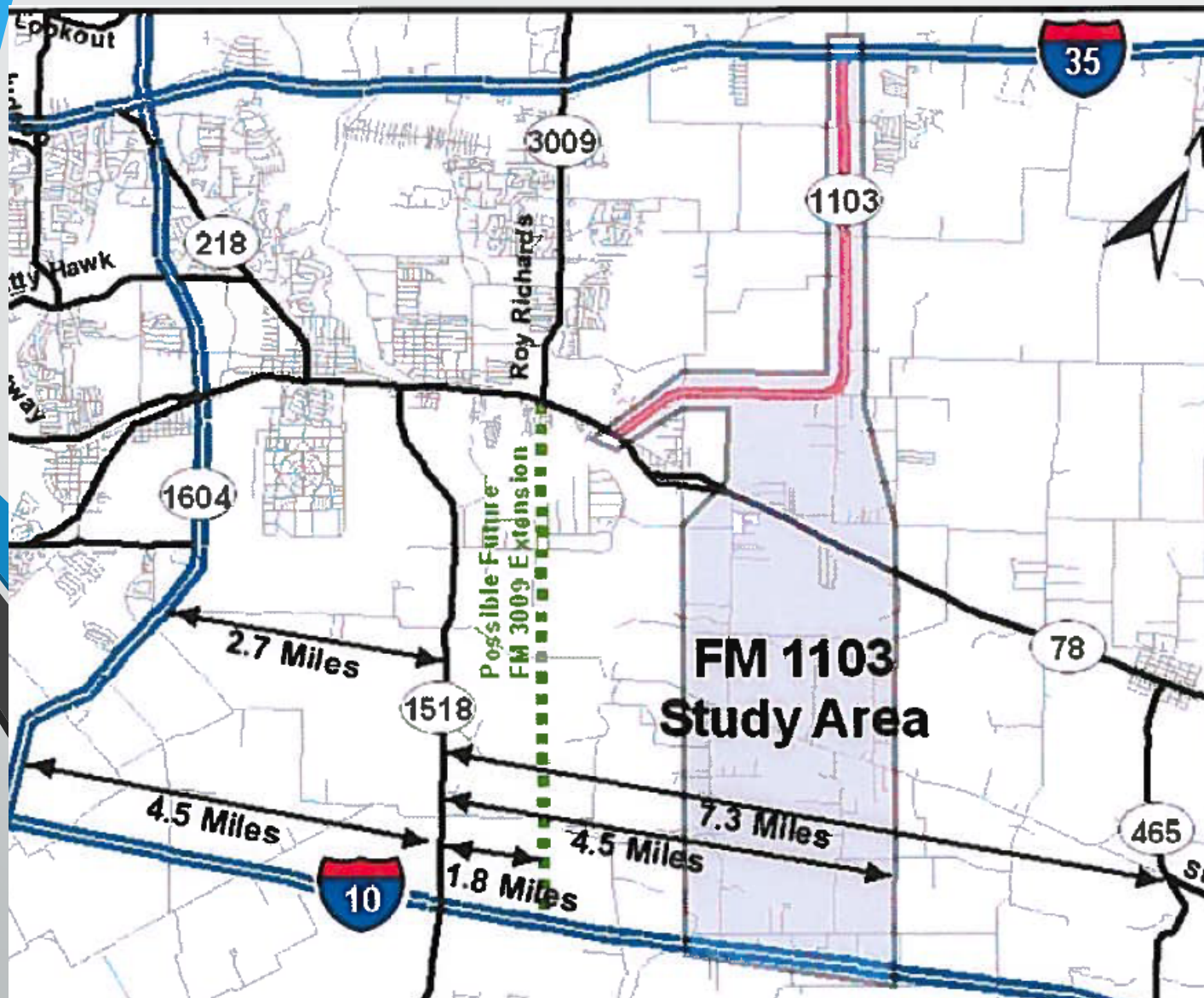
It would extend south through largely undeveloped land and connect to IH-10 at the existing Zuehl Road overpass.

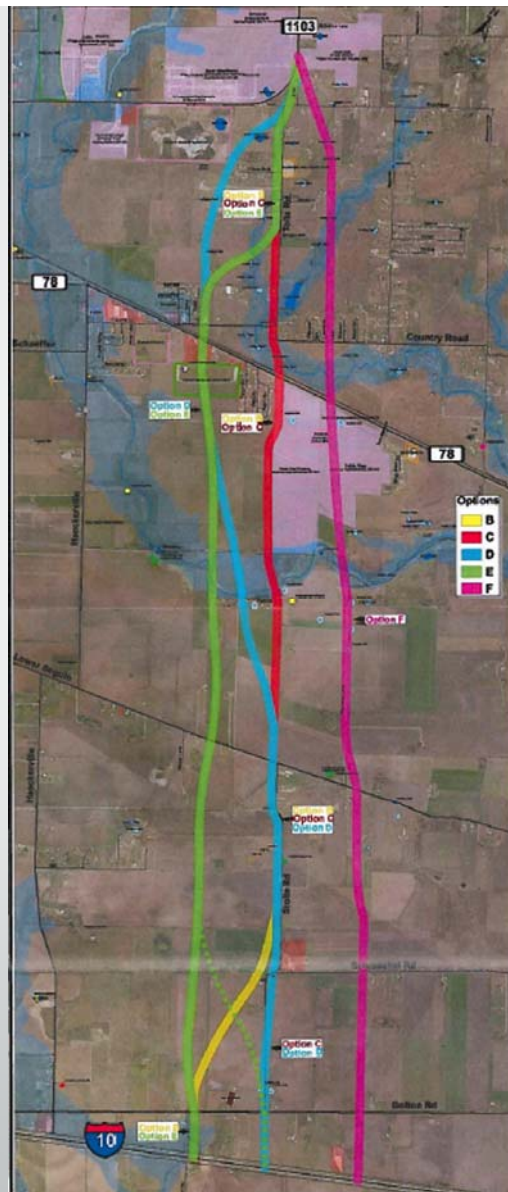
At this time, an exact route has not been chosen.

Comments on the proposed route from
Rudy Klein, Director of Planning and Engineering.

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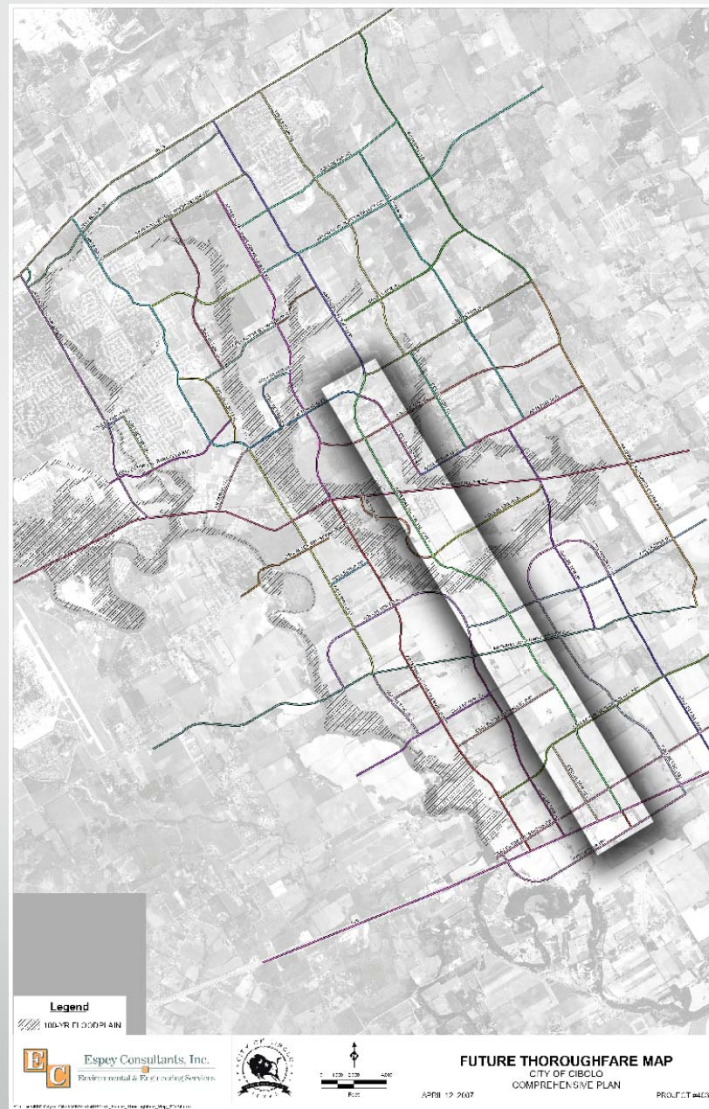




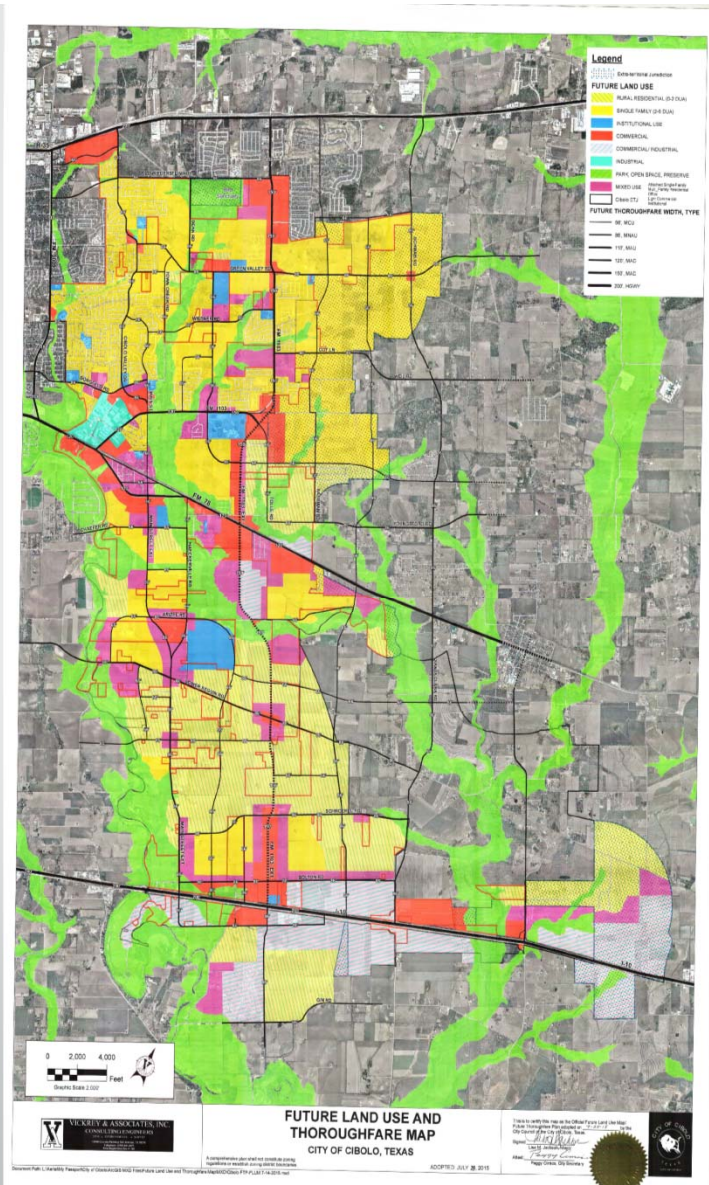


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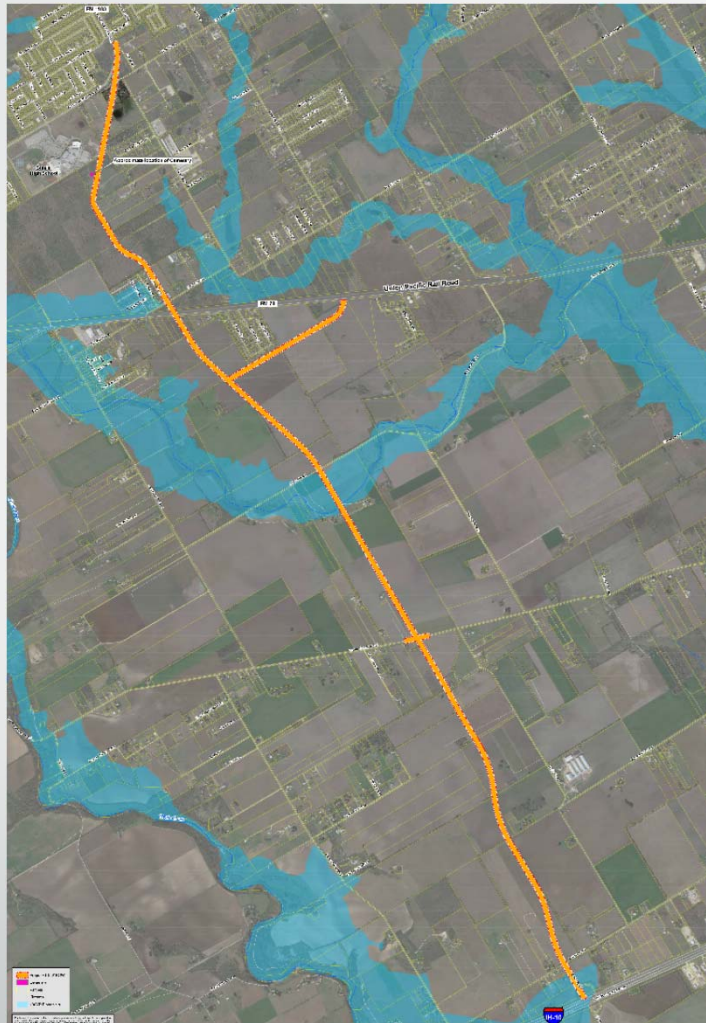
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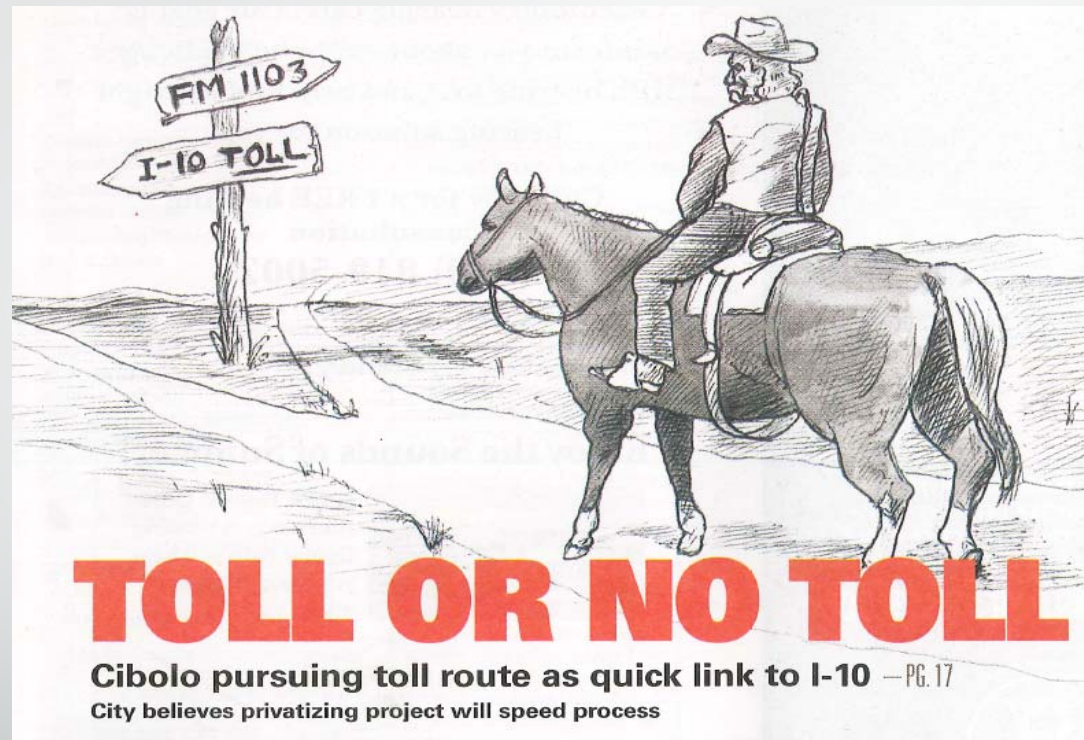


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Cibolo at a Crossroads



Source:
Local Community News
Volume 4, Issue 1
July 18-Aug 15, 2016

The City of Cibolo has three options when it comes to addressing the problem of congestion on FM 1103.

Option 1: Wait 20 Years

Without the state's financial help, the City of Cibolo cannot independently finance the project.

If we wait the estimated 20 years until state funding may become available, inflation will drive the cost of the project up.

We will have to live with ever growing levels of congestion for the next 20 years.

Option 2: Raise Taxes

With no state funding identified, the City could choose to build the project through traditional financing means.

In order to fund a \$125 million project, the City would have to **double** its current tax rate.

Option 3: Toll Road

Rather than raising taxes, the City could enter into a public-private partnership to build the Cibolo Parkway as a toll road under the following conditions:

1. Only private financing will be used to pay for the project. No local, state or federal tax dollars is proposed to be used to build the road.
2. The City will be in control of the project. Determination of where the project will be built would be driven largely by the City's land use plan, as well as projected future development.
3. The project will be financed by the private sector and there is no contemplation of the use of any federal government subsidies or grants including Transportation Infrastructure Finance and Innovation Act loans.

Option 3: Toll Road (cont.).

4. The City will control the land acquisition process. All land will be acquired at a fair-market, negotiated value. No private company will use eminent domain to acquire property for this project.
5. There will always be a free alternative.
6. The City will share in the revenues from the tolls.

We Can't Afford to Wait

In March 2016, a Blue Ribbon Committee comprised of 15 citizen volunteers was appointed by the City Council to study and develop a recommendation that would make sense for Cibolo.

Status

After weeks of deliberation and discussion, the Blue Ribbon Committee voted to recommend to the City Council that Cibolo pursue a private-public partnership to build the Cibolo Parkway as a toll road and require that Texas Turnpike Corporation pay for a feasibility study.

Public involvement is critical. The City Council has scheduled three public hearings on the project before the plan is presented to the City Council for final consideration by the end of the year, assuming the feasibility study indicates the road is achievable.

The benefits of taking action now and jumpstarting the FM 1103 expansion project are clear:

1. Planning could begin immediately, with construction complete in as early as five years.
2. The Cibolo Parkway will provide an emergency route for public safety departments to cross the railroad tracks when trains close the railroad crossings within the city.
3. It is important to note that Cibolo currently experiences approximately 32 trains passing through the city each day. The number of trains is anticipated to increase as Union Pacific Railroad has communicated their intent to construct a second parallel set of railroad tracks through the region.
4. The Cibolo Parkway would include building a bridge over the Town Creek Drainage Watershed, thereby, improving accessibility during routine flooding events.

The benefits of taking action now and jumpstarting the FM 1103 expansion project are clear (cont.):

5. The Cibolo Parkway will be the first true north-south road in the city. It will promote growth south rather than just north of FM 78.
6. New economic growth in Cibolo means additional revenue for the City and schools.

Closing

The need to address and improve mobility within the City of Cibolo continues to be a prime goal of the City Council, its citizens, and its City Administration.

The decision to address the mobility and transportation issues along FM 1103 within Cibolo, TX is a local one. The City cannot wait an additional twenty years for TxDOT and Alamo Area Metropolitan Planning Organization (AAMPO) to fund the FM 1103 extension to IH 10.

The proposal as submitted by the Texas Turnpike Corporation reduces or eliminates financial risk to the City and allows for a much needed north to south thoroughfare to be constructed and opened within five years.

The City is waiting on a feasibility study from Texas Turnpike Corporation. Once this report is complete, it will be submitted to the City Council for discussion and consideration in a public meeting setting. The feasibility report is estimated to be complete in late August 2016.

Time Table

(subject to change)

Public hearing schedule:

July 26

August 23

September 27

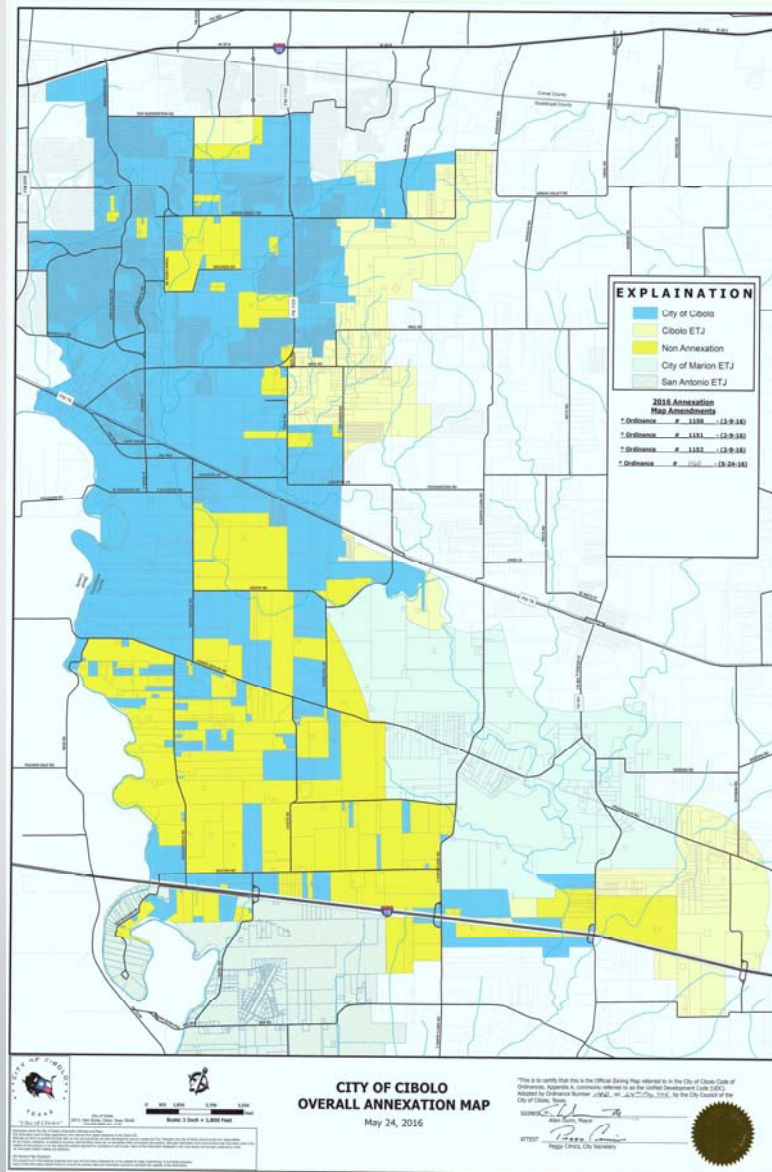
Feasibility study completion:

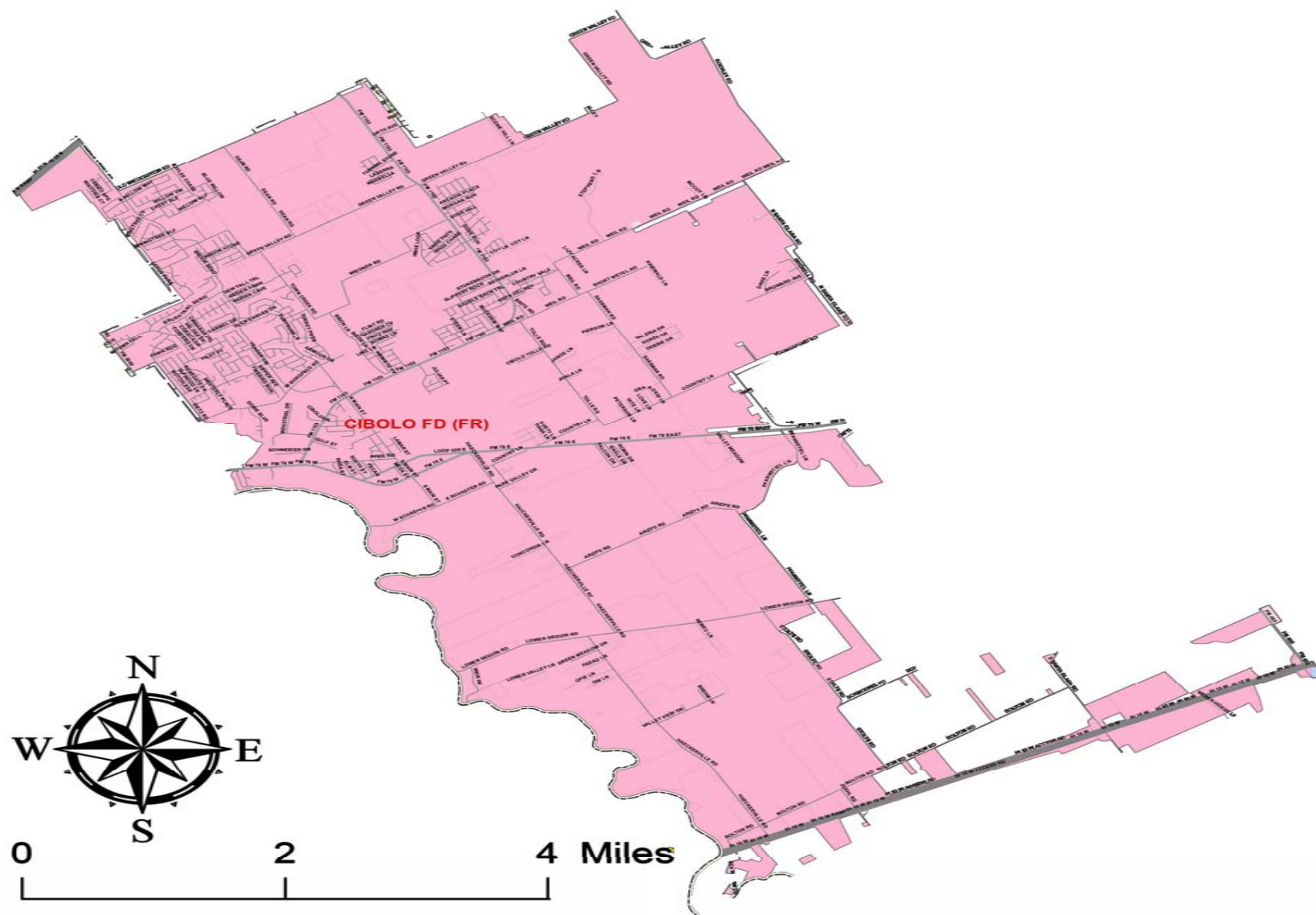
Late August 2016

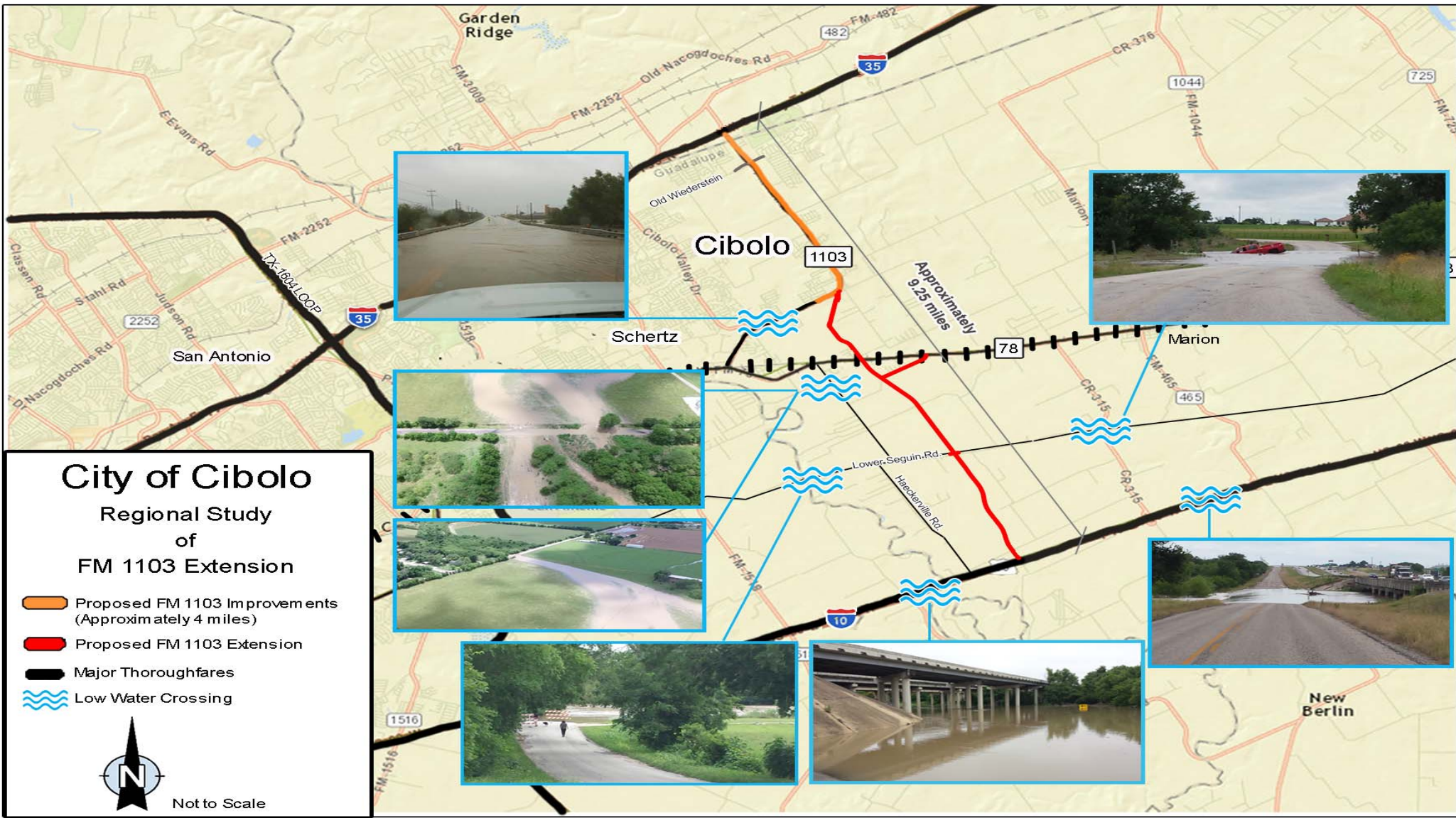
Final consideration by City Council:

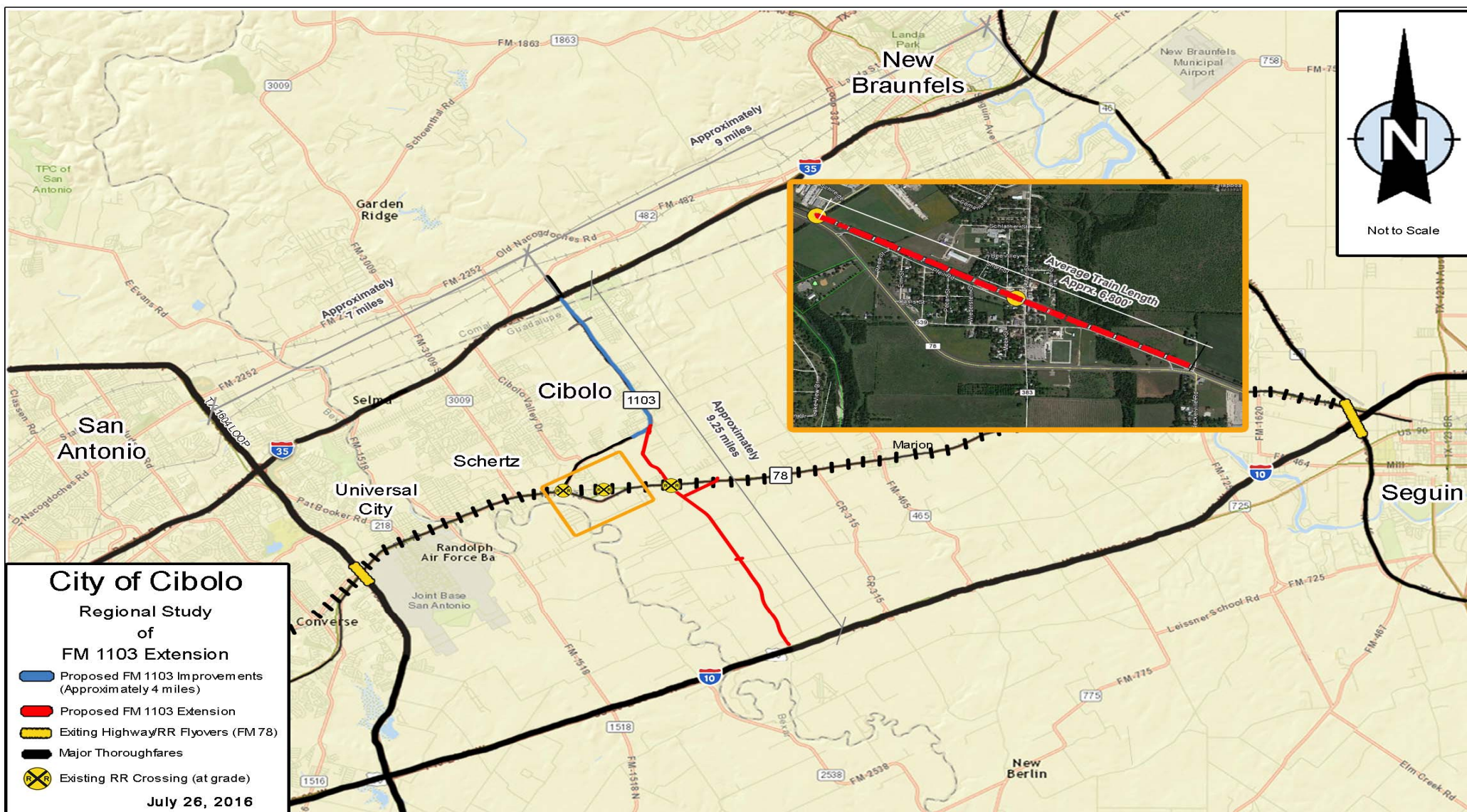
November 2016

Comments from Police Chief Gary Cox
on the public safety benefits of the
roadway.











Questions?